

[PRICE \$2½ PER MONTH]

103

100

GOVERNMENT NOTIFICATION

THE following Particulars of Sale of
Land by Public Auction, to be held
at the spot, on **MONDAY,**
the 30th day of April, 1888, at 4 p.m.,
are published for general information.
By Command, **FREDERICK STEWART,**
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 21st April, 1888.

Particulars of the letting by Public Auction,
to be held on **MONDAY,** the 30th day
of April, 1888, at 4 p.m., by Order of
EXCELLENT THE GOVERNOR, of **SIR**
LORDS OF CROWN LAND, at Sailing
Victoria, in the Colony of Hongkong,
term of 999 years.

Regality No.	Locality...	Edward Lohs No. 1129	Samuel "an. Velez
1129	Do.	1129	Do.
1130	Do.	1130	Do.
1131	Do.	1131	Do.
1132	Do.	1132	Do.
1133	Do.	1133	Do.
1134	Do.	1134	Do.
1135	Do.	1135	Do.
1136	Do.	1136	Do.
1137	Do.	1137	Do.
1138	Do.	1138	Do.
1139	Do.	1139	Do.
1140	Do.	1140	Do.
1141	Do.	1141	Do.
1142	Do.	1142	Do.
1143	Do.	1143	Do.

No.	Name	Sex	Age	Height	Weight	Measure	Annual	
							Production	Yield
1	John	M	25	5' 10"	160	100	100	100
2	John	M	25	5' 10"	160	100	100	100
3	John	M	25	5' 10"	160	100	100	100
4	John	M	25	5' 10"	160	100	100	100
5	John	M	25	5' 10"	160	100	100	100
6	John	M	25	5' 10"	160	100	100	100
7	John	M	25	5' 10"	160	100	100	100
8	John	M	25	5' 10"	160	100	100	100
9	John	M	25	5' 10"	160	100	100	100
10	John	M	25	5' 10"	160	100	100	100
11	John	M	25	5' 10"	160	100	100	100
12	John	M	25	5' 10"	160	100	100	100
13	John	M	25	5' 10"	160	100	100	100
14	John	M	25	5' 10"	160	100	100	100
15	John	M	25	5' 10"	160	100	100	100
16	John	M	25	5' 10"	160	100	100	100
17	John	M	25	5' 10"	160	100	100	100
18	John	M	25	5' 10"	160	100	100	100
19	John	M	25	5' 10"	160	100	100	100
20	John	M	25	5' 10"	160	100	100	100
21	John	M	25	5' 10"	160	100	100	100
22	John	M	25	5' 10"	160	100	100	100
23	John	M	25	5' 10"	160	100	100	100
24	John	M	25	5' 10"	160	100	100	100
25	John	M	25	5' 10"	160	100	100	100
26	John	M	25	5' 10"	160	100	100	100
27	John	M	25	5' 10"	160	100	100	100
28	John	M	25	5' 10"	160	100	100	100
29	John	M	25	5' 10"	160	100	100	100
30	John	M	25	5' 10"	160	100	100	100
31	John	M	25	5' 10"	160	100	100	100
32	John	M	25	5' 10"	160	100	100	100
33	John	M	25	5' 10"	160	100	100	100
34	John	M	25	5' 10"	160	100	100	100
35	John	M	25	5' 10"	160	100	100	100
36	John	M	25	5' 10"	160	100	100	100
37	John	M	25	5' 10"	160	100	100	100
38	John	M	25	5' 10"	160	100	100	100
39	John	M	25	5' 10"	160	100	100	100
40	John	M	25	5' 10"	160	100	100	100
41	John	M	25	5' 10"	160	100	100	100
42	John	M	25	5' 10"	160	100	100	100
43	John	M	25	5' 10"	160	100	100	100
44	John	M	25	5' 10"	160	100	100	100
45	John	M	25	5' 10"	160	100	100	100
46	John	M	25	5' 10"	160	100	100	100
47	John	M	25	5' 10"	160	100	100	100
48	John	M	25	5' 10"	160	100	100	100
4								

FROM ANTWERP, HAMBURG
AND LONDON TO
YOKOHAMA, MANILA AND SINGAPORE.

THE Steamship
"FRISIA,"
Capt. Withycombe, having arrived from the
Port, Consignees of Cargo are hereby re-
quested to send in their Bill of Lading to the
Agent, for countersignature and to receive the
immediate delivery of their Goods from aboard.

The steamer is berthed at K
and Cargo impeding her discharge will
be loaded and sent at Consignee's ex-
pense and no Fire Insurance will be re-
quired.

Optional Cargo will be forwarded
Shanghai and Hongkong at the rate of
1000 lbs. before Noon, TO-DAY, the 2nd
inst.

All claims against the steamer, must
be sent to the underwriter on or before the
instant, or they will not be recognised.

RUSSELL
Agents.

Hongkong, 23rd April, 1888.

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED

THE COMPANY'S Steamship
"BANTAM,"
 having arrived from above Ports, Co. of
 cargo by her is hereby informed that the
 Goods are being landed at their risk,
 Godowns of the Hongkong & Company,
 Godown Company, Limited, at West
 wharve delivery may be obtained.
 Cargo remaining undelivered after five
 days will be subject to rent.
 No Fire Insurance has been effected.
 Bills of Lading will be counter-signed
 of JEDINE, MAITLAND &
 Agents.
 Hongkong, 23rd April, 1888.
CHINA NAVIGATION COMPANY
 LIMITED.
FOR PORT DARWIN, SYDNEY
MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
 Williams, Commander, will be despatched

quality.
of perfect
free from
is popular.

The attention of Passengers is directed to superior Accommodation on board the Steamer, First and Second Class, and situated forward of the Engines. Seated Passengers are berthed in the Poop, generating Chamber amidst the supply of Provisions during the entire voyage. qualified Surgeon is carried.

For Freight or Passage, apply to
J. A. DUNCAN, 224, WILKIE, at
Hongkong, 24th April, 1888.

FOR SHANGHAI, KOBE, &
YOKOHAMA.

THE Steamship

"MORAY."

A. DUNCAN, Commander, will be despatched for the above Ports on SUNDAY, the 26th April.

For Freight or Passage, apply to
J. A. DUNCAN, 224, WILKIE, at
Hongkong, 22nd April, 1888.

AGENTS
NEDERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED

TO AND PLEASE
pints.
pints.
pints.

FOR SAIGON, SINGAPORE, RA-
SAMARANG, AND SOUBARA

THE Company's Steamship
"BANTAM."
Captain Scholten, will be despatched
on or about the 29th inst.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Agents.

Hongkong, 23rd April, 1889.

"GLEN" LINE OF STEAM PA-
SSENGERS TO
FOR YOKOHAMA AND KOBE

THE Steamship
"GLENSHIEL,"
Captain Donaldson, will be despatched
on or about the 27th inst.
The Steamer has superior Accommoda-
tion for Passengers and carries a Deput
Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON &
Co., Agents.

Hongkong, 23rd April, 1889.

HEWETT &
s., Queen's
& Co.
Pokefulam
& Co.
[797]

FOR SAN FRANCISCO
THE 3/3 L. I. German Barque
"F. H. DREWS,"
A. F. Rothbart, Master, will load here
above Port, and will have a quick deep
For Freight, apply to
MELCHER
Hongkong, 24th April, 1888.

1883. NOW READY. 1888.

CHRONICLE AND DIRECTORY.

With which is incorporated
THE CHINA DIRECTORY.
(Twenty-Sixth Edition.)
Compiled, with APPENDIX, PLANS, &c., &c.,
Royal 8vo, pp. 1,200, price, \$5.00.
SMALLER EDITION, Royal 8vo, pp. 816, price, \$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in bulk.
It contains DESCRIPTIVE and STATISTICAL
Accounts of, and DIRECTIONS for,
HONGKONG, Kowloon, and
Kobe (Hyoogo).

Do. Ladies' Directory, Osaka.
Do. Peak Directory, Yokohama.
Do. Military Forces.
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Kobe (Hyoogo).

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NOTICES.

S. WATSON & Co. LIMITED.

HAVE JUST RECEIVED THEIR

ANNUAL SUPPLY OF

LAWN GRASS SEED.

AND

SWEET CORN

FOR IMMEDIATE SOWING.

HONGKONG DISPENSARY.

Hongkong, 2nd March, 1887.

124

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be

addressed to "The Editor," and those on business "The

Manager," and not to individuals by name.

Correspondents are requested to forward their names and

addresses with communications addressed to the

Editor, not for publication, but as evidence of good

faith.

Letters for publication should be written on one

side of the paper only.

Advertisements and Subscriptions which are not

ordered for a fixed period will be continued until

countermanded.

Orders for extra copies of the Daily Press should be

sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

TELEPHONE NO. 12.

HIRE.

At "The Palace," Shanghai, on the 17th April, the

wife of J. S. MAHER, of 202.

The Daily Press.

HONGKONG, APRIL 24TH, 1888.

In an article on "Imperial Finance" the

Chinese Times comments on the need of a

national bank in China, and says the abortive

and delusive Mitteleurop negotiations of last

year have served to give public expression

to the sentiment. Our contemporary's ideas

as to the effect the bank would have on the

currency of the country are amusingly

erroneous. After a preliminary sneer at bi-

metallism as "interested parties" who hope

to find an opening for silver in the Middle

Kingdom, our contemporary comments "the

notion that the establishment of banks on

Western models, or any other improvement

in economic, would enable China to absorb

large amounts of silver," for, it says, "China

already uses silver to excess, and any new

development of fiscal science or centraliza-

tion of the monetary system of the Empire,

would rather tend to the economizing of the

precious metal than to its extended use."

This might strike a very superficial observer

as a plausible statement of what might natu-

rally be expected. A moment's consideration,

however, will show its fallacy. A sound

banking system naturally promotes trade,

and a flourishing trade inevitably means a

large circulation of the precious metals

amongst the population generally. It al-

most seems necessary, too, to remind our

Northern contemporary that cheques and bank

notes are not substitutes for, but only rep-

resentatives of, values. "An improved sys-

tem of banking," says our contemporary,

"would benefit the country, not by stimulat-

ing traders and others to an increased use

of silver, but, on the contrary, by delivering

it from the burden of keeping such large

quantities of silver in circulation. A good

paper currency, resting on a solid basis of

credit, would supersede much of the rude

interchange of uncoined silver, and China

would become a smaller customer for the

surplus products of the mines than she is at

present." It would be interesting to know

on what our contemporary supposes the

"solid basis of credit" is supported. The

writer of the article seems to have been

most vividly impressed by the fact that a

convoy of over thirty caravans, carrying nearly

a million taels, was observed recently strug-

gling through the mountains to get into

Peking; and, singular to relate, "similar

expeditions may be seen struggling through

the same obstacles out of the capital," which

reminds us of the Duke of York and his men.

The writer might any day see a vastly larger

amount of bullion being moved in London.

The only difference is that the roads are

better and the means of conveyance superior.

China already possesses a banking system

of considerable extent and no small ex-

cellence. It can hardly be mentioned in

the same breath with the banking system of

England, but even in the latter country the

circulation of the precious metals, instead

of contracting pari passu with the extension

would be an addition to the total amount held in the country; and having done that it could only issue its paper in proportion to the demand, otherwise it would only circulate at a discount; so that it is difficult to see how the institution could lead to even a temporary drain of bullion from the country, and there would certainly be no permanent drain. Closely following the establishment of a national bank would come the establishment of a national coinage, which would absorb a large amount of silver, or if a paper currency were determined on and notes of small amount issued, as in Japan, a proportionate amount of silver would have to be held in reserve. That there is in fact a large field for its further employment, is proved by the fact that many small payments of every day life are liquidated either wholly or partially in rice. Even in the villages in Hongkong, as is mentioned in Dr. Ermen's report recently issued, school fees are paid partly in money and partly in rice. The extension of the banking system would lead to the more profitable use of the bullion already in the country by facilitating its quicker turnover, but that is a very different thing from diminishing its amount or preventing its further import.

The meeting of the Legislative Council which was to have been held to-morrow has been adjourned until Friday.

The M. M. steamer *Corvus* arrived from Shanghai last night between nine and ten o'clock, but her mail was not delivered.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the *Glen Line* steamer *Glenhalla*, from London, left Singapore on Sunday for this port.

The competitors in the forthcoming Lawn Tennis Championship were busily engaged at practice yesterday afternoon on the Cricket Ground.

The N. C. Daily News understands that the Tammany on the Pootung side, Shanghai, has been purchased for \$1,500 by the China Merchants' Company.</

SHIPPING IN HONGKONG HARBOUR.

HONGKONG.		
STEAMERS.		
855	Arnold, Karberg & Co	
809	Wielor & Co	
1489	Carlawitz & Co	
1403	Butterfield & Swire	Bombay
845	Meichler & Co	Australia
1093	Wielor & Co	
649	Sooy/Shing	
551	A. R. Marry	
1425	E. O. & M. Steamboat Co	Canton
853	Wielor & Co	
509	Douglas Laprak & Co	Tsamsui
2082	Russell & Co	
2235	Butterfield & Swire	Canton
1344	E. C. & M. Steamboat Co	Canton
179	Pan Hin & Co	For sale
871	Wielor & Co	
179	Chinese	
2377	Butterfield & Swire	
259	H. C. & M. Steamboat Co	
1091	E. C. & M. Steamboat Co	Macao
1913	M. B. Kaishia	
607	C. M. S. N. Co	
1579	P. & O. S. N. Co	
1060	Kalashiana Colliery	
839	Sue Shing	

str	1100	Stomson & Co	1 Hamburg
str	2359	Messageries Maritimes	
str	284	Chinose	Canton
str	1011	Yuen Fat Hong	
str	1541	Ed. Schellhaes & Co	
str	117	H. & W. Dook Co	
str	1842	H. C. & M. Steamboat Co	Canton
str	820	Douglas LaPraik & Co	Thienfoo
str	393	Order	
str	675	Russell & Co	Manila

SAILING VESSELS.		
l. bg.	—	Order
bk	1396	Order
r. sh	1359	Douglas Lapreik & Co
r. sh	1322	Carlowitz & Co
sh	1429	Master

New York

bk	430	Chinliss	
rh	621	Melchers & Co	S. France
bk	550	Melchers & Co	
bk	3-2	Master	
sch	374	Ed. Schwellbass & Co	
ij. bk	530	Arnhold, Karberg & Co	
sh	1145	Pustan & Co	S. France
bk	729	Lane, Crawford & Co	
bk	1037	Melchers & Co	London
sch	448	Chinliss	
sh	438	Chinliss	
bk	1273	Pustan & Co	New York

N CHINA WATERS.			
LAG D RIG.	TONS.	CONSIGNEES.	DESTIN TION.
MACAO.			

rit. str	360	C. M. S. N. Co	
ni. str	360	Order	
it. str	652	H. C. & M. Steamboat Co	Canton

WHAMPOA.			
rit. str	991	Jardine, Matheson & Co	
ni. str	1533	C. M. S. N. Co	
pan. bk	507	Order	
bi. str	569	Chinese	

CANTON.	
am. bk	419 Chinese
li. bk	638 Order
am. bk	261 Yuen Fat Heng
am. bk	355 Chinese
rit. bk	37 Chinese
am. bk	429 Chinese

SWATOW.		
IN PORT ON 12TH MARCH, 1888.		
STEAMERS.		
hi. str	112	C. M. S. N. Co
rit. str	1056	Butterfield & Swire
rit. str	491	Jardine, Matheson & Co
rit. str	557	Butterfield & Swire
rit. str	827	Jardine, Matheson & Co
rit. str	412	Jardine, Matheson & Co

rit. str.	1261	C. M. S. N. Co	Shanghai
rit. str.	1109	Butterfield & Swire	Hongkong

ANNOY.

IN PORT ON 18TH APRIL 1888.

rit. bk	348	Pasading & Co
rit. bk	408	B. A. Peterson & Co
er. bk	619	Pasading & Co
rit. bk	484	Boyd & Co

FOOCHOW.
IN PORT ON 7TH APRIL, 1888.
STEAMER.

Mer. str.	558	Minchin & Co
Brit. str.	1112	Jardine, Matheson & Co

SAILING VESSELS.

Brit. bk.	364	Master
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SHANGHAI.
IN PORT ON 16TH APRIL, 1888.

TEAMERS	[EXCLUSIVE OF RIVERS CRAFT]	
Brit. str.	1878	Jardine, Matheson & Co
Brit. str.	684	Butterfield & Swire
Ch. str.	835	C. M. S. N. Co
Ch. str.	640	Chinese Telegraph Co
Ch. str.	1503	C. M. S. N. Co
Brit. str.	1410	Jardine, Matheson & Co
Brit. str.	2009	Jardine, Matheson & Co

Brit. str	1599	C. & O. S. N. Co
Chi. str	942	C. M. S. N. Co
Chi. str	2400	C. M. S. N. Co
Chi. str	1037	C. M. S. N. Co
Brit. str	304	A. J. Little
Brit. str	5306	Jardine, Matheson & Co
Brit. str	1323	Russell & Co
Brit. str	1323	Butterfield & Swire
r. str	2372	Messageries Maritimes
Brit. str	1609	P. & O. S. N. Co
Chi. str	773	C. M. S. N. Co

SAILING VESSELS.		
Brit. eh	1589	C. & J. Trading Co
Amer. sh	1585	Poulsen & Co
Amer. bk	819	Poulsen & Co
Brit. bk	573	Morris & Co

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TIENTSIN.

IN PORT ON 7TH APRIL, 1888.		
STEAMERS.		
Brit. str.	1110	E. Cousins
Chi. str	920	C. M. S. N. Co
Brit. str.	885	E. Cousins
Brit. str	919	Butterfield & Swire
SAILING VESSELS.		
Ger. lg	287	Chinese
Brit. sh	378	Forbes, Graham & Co

	VESSELS EXPECTED AT HONGKONG	
	(Continued.)	
Nov. 29	Achilles (s.).....	Liverpool..... M
Nov. 29	Yorkshire (s.).....	Liverpool..... M
Dec. 30	Hydra	Hamburg M
Dec. 17		
Dec. 22		
Jan. 2		

VESSELS ARRIVED HOME FROM

24	PORTS IN CHINA, JAPAN, & MAN	
10	(Per last Mail's Advice.)	
18		
18	Ingraban (s.)	Shanghai, &c. M
16	Danbiglahire (s.)	Shanghai, &c. M
25	Ching Wo (s.)	Shanghai, &c. M
3	Agammon's (s.)	Shanghai, &c. M
4	Osaka	Hongkong, &c. M
8	Romsdal	Hongkong, &c. M
8	Glenorohy (s.)	Shanghai, &c. M

STRETTON WILCOX, Wyndham Street, Melbourne.

